

Piers 30-32 Competitive Solicitation Considerations

Maritime Commerce Advisory Committee
mMrch 21, 2019

Seawall Lot
330

Piers 30-32

Piers 30-32



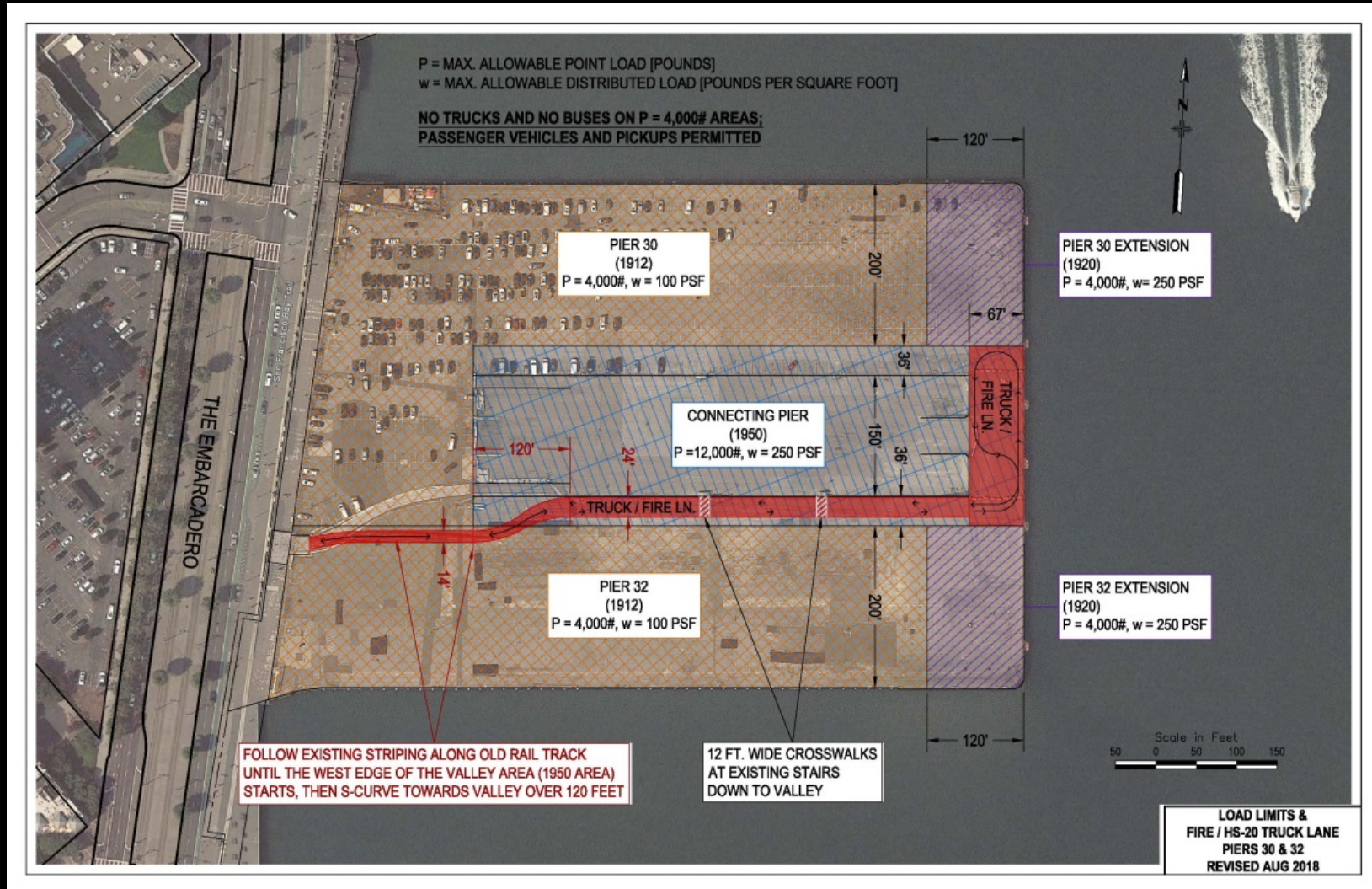
Port Commission Direction at February 26 Information Session

1. Return to Commission with competitive solicitation proposal that includes
 - Analysis of potential feasibility strategies and selection criteria
 - More detailed understanding of substructure challenges
 - Specific consideration of what to ask for in terms of maritime berth

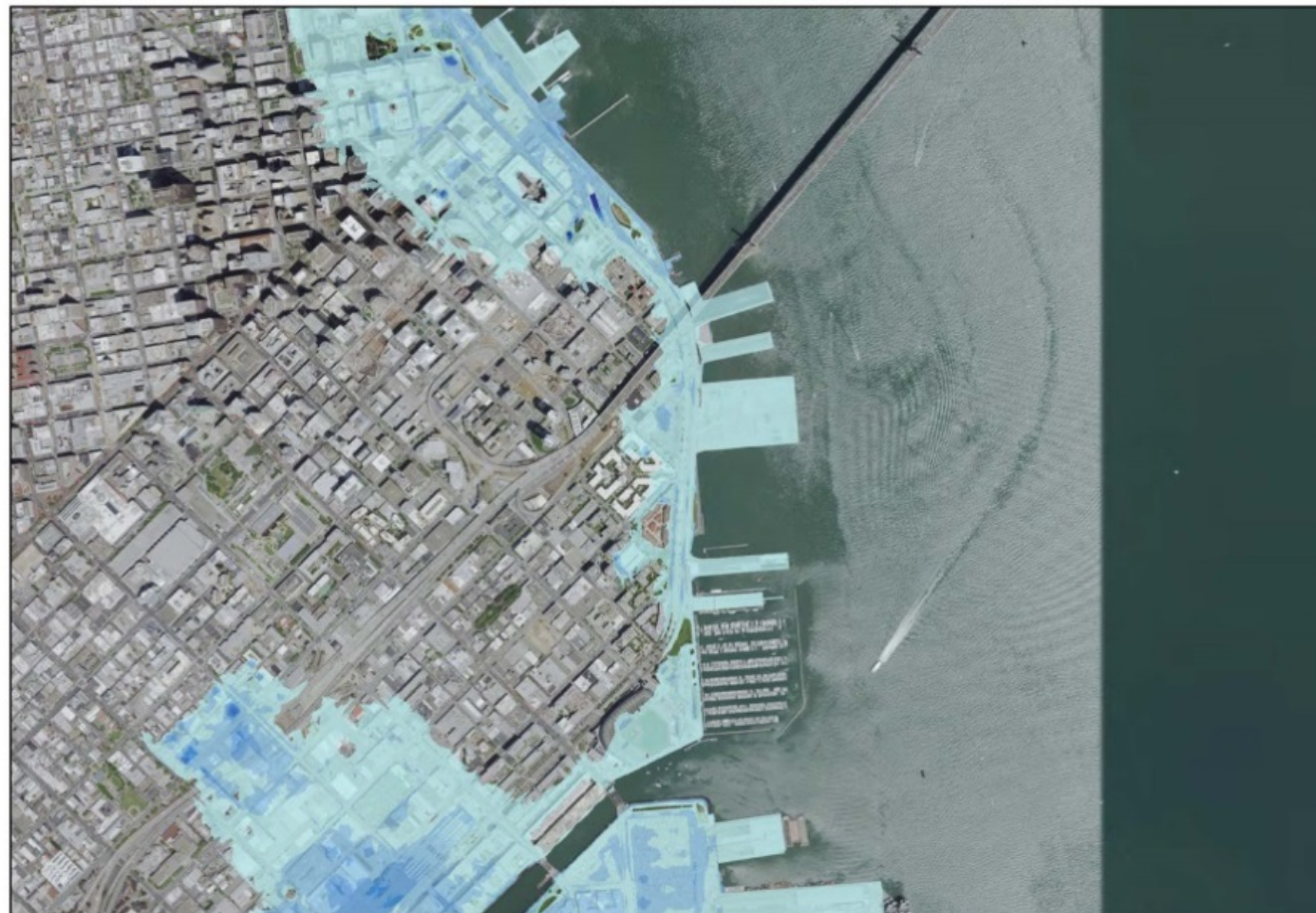
Piers 30-32 Characteristics

Substructure Condition	Most of the original Piers 30-32 footprint cannot support truck traffic.		
Estimated Substructure Costs	<p>Capital Plan (2019) <u>Substructure</u> \$55 million <u>Conditional Seismic</u> \$71 million</p> <p>Seawall: None of these figures includes costs to strengthen the Seawall along the 622' width of Piers 30-32. The Capital Plan and Port Engineering estimates do not include costs to adapt to sea level rise.</p>	<p>Warriors Estimate (2013) <u>New Pier</u> \$165 million</p>	<p>Port Engineering (2014) <u>Substructure</u> \$44 million <u>Seismic</u> No estimate.</p>
Embarcadero Historic District	Not part of the Embarcadero Historic District and not eligible for federal historic tax credits.		
Sea Level Rise & Flood Risk	<p>Sea Level Rise: Will regularly flood with 77 inches of sea level rise (within the range of potential outcomes for sea level rise by 2100).</p> <p>Golden State Warriors planned to raise the pier deck by 3 feet.</p> <p>Flood Risk: FEMA has mapped the pier deck as Zone D (meaning possible but undetermined flood hazards). Flood insurance rates are higher in Zone D.</p>		
Seawall Condition	Average costs to repair the 622' length of the Seawall adjacent to Piers 30-32 would be \$79 million. Depth to competent soil or rock is quite shallow, potentially driving down the cost.		

Piers 30-32 Site Plan and Load Restrictions



Piers 30-32 SLR Inundation Map

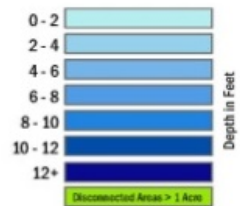


PORT OF SAN FRANCISCO Inundation Mapping

MHHW + 77" WATER LEVEL

SLR + STORM SURGE SCENARIOS LISTED BELOW COULD BE APPROXIMATED BY THE INUNDATION SHOWN ON THIS MAP. FOR FURTHER INFORMATION, SEE T019 - CLIMATE STRESSORS AND IMPACT: BAYSIDE SEA LEVEL RISE MAPPING TM, JUNE 2014.

66" SLR + 1-YEAR STORM SURGE
60" SLR + 2-YEAR STORM SURGE
54" SLR + 5-YEAR STORM SURGE
48" SLR + 10-YEAR STORM SURGE
42" SLR + 50-YEAR STORM SURGE
36" SLR + 100-YEAR STORM SURGE



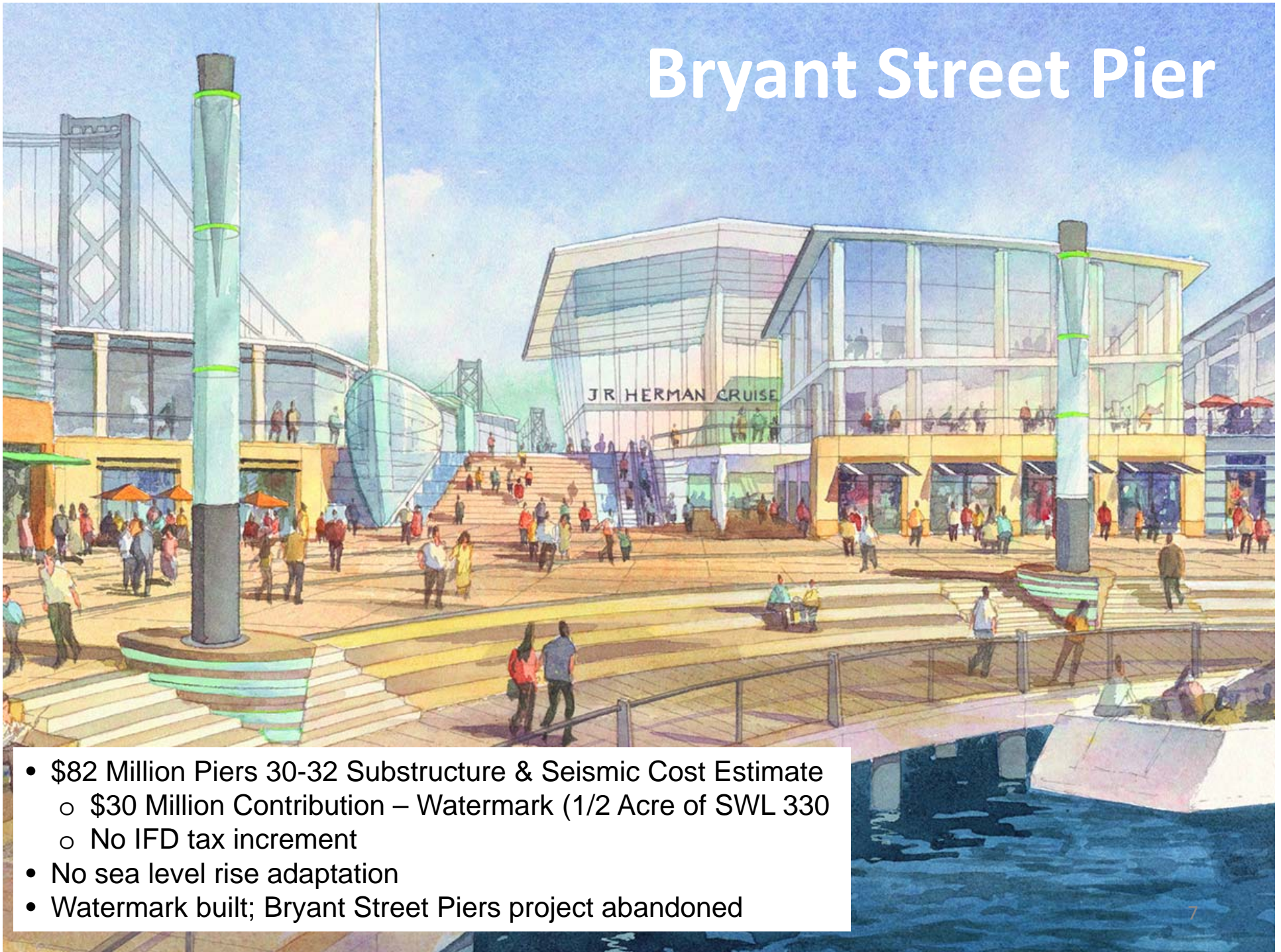
Prepared by: UTM Zone 18N, North American Datum 1983 Date: 3/15/2015



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* Disclaimer: The inundation maps and the associated analyses are intended as planning level tools to illustrate the potential for inundation and coastal flooding under a variety of future sea level rise and storm surge scenarios. The maps depict possible future inundation that could occur if nothing is done to adapt or prepare for sea level rise over the next century. The maps do not represent the exact location or depth of flooding. The maps relied on a 1-m digital elevation model created from LIDAR data collected in 2010 and 2011. Although care was taken to capture all relevant topographic features and coastal structures that may impact coastal inundation, it is possible that structures narrower than the 1-m horizontal map scale may not be fully represented. The maps are based on model outputs and do not account for all of the complex and dynamic San Francisco Bay processes or future conditions such as erosion, subsidence, future construction or shoreline protection upgrades, or other changes to San Francisco Bay or the region that may occur in response to sea level rise. For more context about the maps and analyses, including a description of the data and methods used, please see the Climate Stressors and Impacts Report: Bayside Sea Level Rise Inundation Mapping Technical Memorandum, June 2014.

Bryant Street Pier



- \$82 Million Piers 30-32 Substructure & Seismic Cost Estimate
 - \$30 Million Contribution – Watermark (1/2 Acre of SWL 330)
 - No IFD tax increment
- No sea level rise adaptation
- Watermark built; Bryant Street Piers project abandoned

34th America's Cup

- \$89 Million Piers 30-32 Substructure & Seismic Cost Estimate
- Part of larger, more complicated transaction:
 - No rent lease of Piers 30-32
 - Transfer of SWL 330 to offset rent credits
 - IFD over Piers 30-32 and SWL 330
 - Other potential development sites
- Races in the Bay, no development approved



Warriors Multi-Purpose Arena

- \$120 Million Piers 30-32 Substructure & Seismic Cost Estimate
 - No Piers 30-32 rent or payment for SWL 330
 - IFD from Piers 30-32 and SWL 330 estimated at \$60 Million
- New pier 3 feet higher than the current piers to adapt to SLR
- Arena planned to open in Mission Bay in 2019

General Competitive Solicitation Considerations

1. Seismic and sea level rise resilience are major objectives if the piers are to be used going forward
2. Feasibility is a critical factor: subsidy required in order to secure sufficient private investment
3. History shows entitlement challenges: need to build comprehensive case for approval

Initial Thoughts on Maritime Considerations

1. Potential secondary cruise berth

- Port is evaluating appropriate location in light of CARB rules
- Timing may be an issue for a Piers 30-32 joint development option (4-5 year project entitlement timeline)

2. Layberthing improvements

- Seismic improvements from seawall to berth
- Land-side facilities? Disaster response?

Next steps

- As noted earlier, staff is developing information as requested by Port Commission
- Technical information regarding substructure and seawall will be most time consuming task
- MCAC will be kept informed of upcoming presentations at Commission